

technical memorandum

road safety hardware series



Road Safety Hardware System Testing

TM-2009

November 2012

Purpose

To advise of the compliance **testing** requirements for road safety hardware systems.

Note that this technical memorandum relates to the testing of new road safety hardware that is developed and significant variants of existing road safety hardware systems.

For the selection of appropriate containment levels and the length of need, please refer to technical memorandum TM-2001 Selection of Barrier Containment Level and Length of Need.

Background

In 2009, the AASHTO Manual for Assessing Safety Hardware (MASH-1) was published, superseding the National Cooperative Highway Research Project Report 350 (NCHRP350) for the purposes of evaluating new safety hardware. MASH-1 provides compliance guidelines for crash testing and evaluation criteria for assessing test results.

Implementation

From 1 November 2012, MASH-1 became the nominal standard for the **testing** of road safety hardware to be installed on the State Highway network. The revised NZ Transport Agency Specification M23 Road Safety Hardware Systems will reflect this change and other relevant documentation will be progressively updated.

Unless otherwise stated in NZTA M23 (as published on the NZ Transport Agency website and updated periodically), all highway safety hardware currently accepted under the NCHRP Report 350 criteria does not need to be retested to MASH-1 criteria.

All hardware with NZTA acceptance prior to 1 November 2012 remains acceptable. The hardware may remain in place and may continue to be manufactured and installed.

However, **all new hardware that is developed or significant variants of existing systems that is submitted to the NZTA for acceptance after 1 November 2012 must be tested and evaluated according to MASH-1.**

Endorsed by: National Manager Traffic & Safety